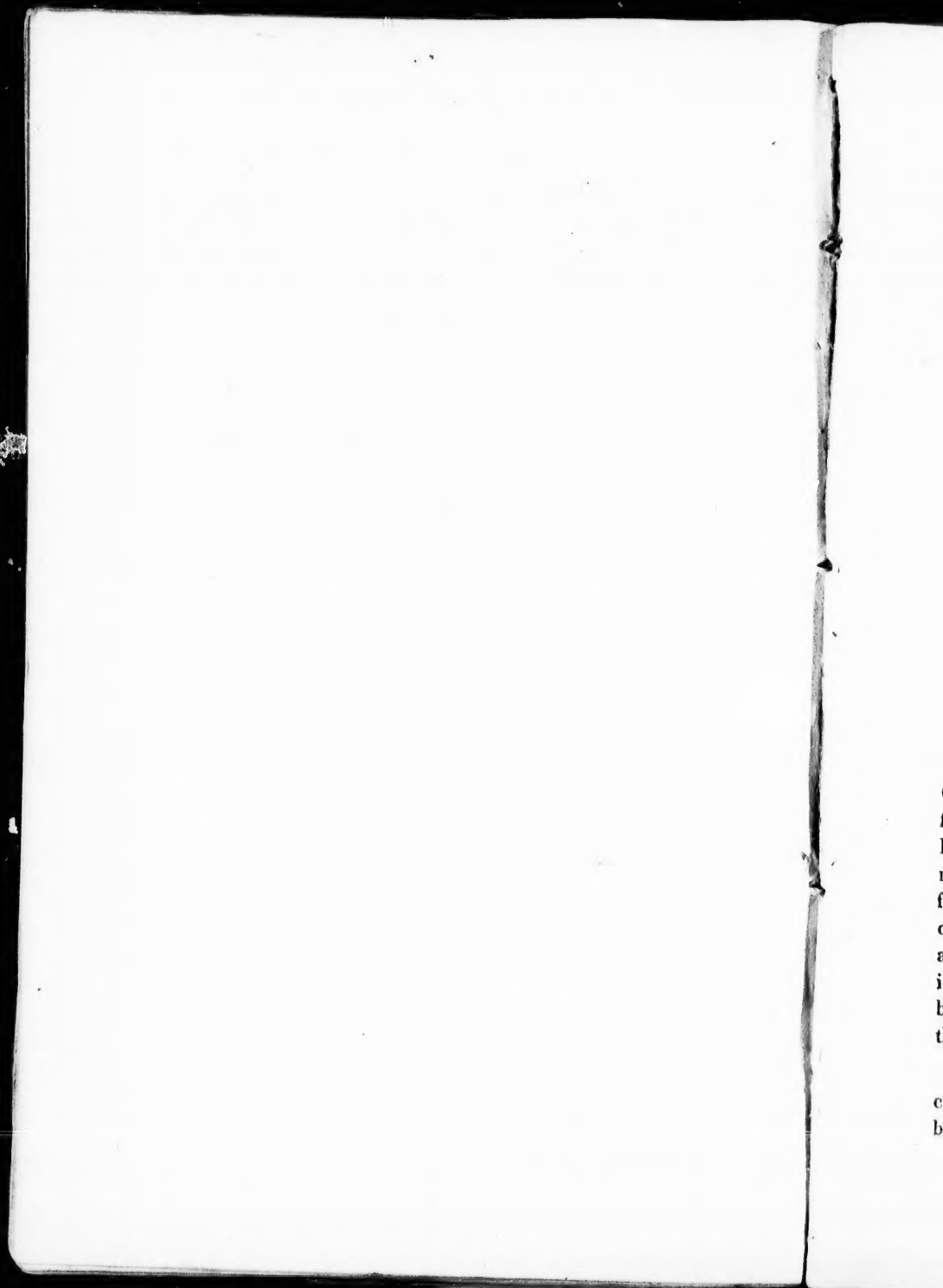




STATISTICAL INFORMATION

RELATIVE TO THE PROPOSED

RAIL ROAD

FROM MONTREAL TO BOSTON

V I Â

THE EASTERN TOWNSHIPS.

The Provisional Committee of the St. Lawrence and Atlantic Grand Junction Railway, respectfully submit the following information relative to the situation and products of that part of Canada, through which it is proposed that the Railway should pass; and also those estimates of the probable amount of traffic which may be anticipated on the completion of the work,—which estimates are based upon indisputable facts.

The route as surveyed, passes through the Counties of Chambly, part of Verchères, Rouville, St. Hyacinthe, Shefford, Sherbrooke and Stanstead, and in the vicinity of Richelieu and of Drummond; all of which Counties will be materially benefitted by the construction of the Railway. The following statistics in relation to these Counties have been carefully compiled from the recent census of the Province, and may be relied on as correct; they have been made to include only those sections which the Committee believe would be directly benefitted by the Rail Road, and would use it as their road to market.

The County of Chambly without the Parish of St. John's, contains—15,158 Inhabitants, and raises annually 40,454 bushels of Wheat, 427,978 bushels of other grains, 217,286

bushels Potatoes, it contains 13,253 head of Neat Cattle, 5,717 Horses, and 21,776 Sheep and Hogs.

That part of Rouville comprising the Parishes of St. Athanase, St. Hilaire, St. Jean Baptiste and St. Mathias, contains—2,805 Inhabitants, raising 27,957 bushels of Wheat, 175,442 bushels of other grains, 103,384 bushels Potatoes, 7,732 Neat Cattle, 2,833 Horses, 14,233 Sheep and Hogs.

That part of Verchères, comprising the Parishes of Belœil and St. Marc, contains—3,223 Inhabitants, raising 5,490 bushels Wheat, 91,817 bushels other grains, 39,567 bushels Potatoes, 3,636 Neat Cattle, 1,376 Horses, 6,019 Sheep and Hogs.

That part of Richelieu comprising the Parishes of St. Denis, St. Charles, St. Barnaby, and St. Jude, contains—6,823 Inhabitants, raising about 8,500 bushels Wheat, 150,000 bushels other grains.

The County of St. Hyacinthe contains—21,734 Inhabitants, raising 50,685 bushels Wheat, 236,243 bushels other grains, 225,925 bushels Potatoes, 16,351 Neat Cattle, 6,871 Horses, 26,254 Sheep and Hogs.

The County of Shefford contains—9,996 Inhabitants, raising 19,963 bushels Wheat, 88,913 bushels other grains, 196,644 bushels Potatoes, 9,049 Neat Cattle, 1,801 Horses, 13,715 Sheep and Hogs.

That part of Drummond comprising the Townships of Acton, Wickham, Durham, Kingsey, Tingwick, Warwick and Chester, contains—5,090 Inhabitants, raising 22,640 bushels Wheat, 56,136 other grains, 156,387 bushels Potatoes, 4,705 Cattle, 703 Horses, 6,813 Sheep and Hogs.

The County of Sherbrooke has a population of 13,302 Inhabitants, raising 44,619 bushels Wheat, 166,529 other grains, 403,480 bushels Potatoes, 14,088 Cattle, 2,432 Horses, 22,197 Sheep and Hogs.

The County of Stanstead contains—11,846 Inhabitants, raising 43,750 bushels Wheat, 141,279 other grains, 388,488 bushels Potatoes, 14,557 Cattle, 2,926 Horses, 25,385 Sheep and Hogs.

A recapitulation of the foregoing Statistics gives the following amounts :—

96,976 Inhabitants, raising annually 263,778 bushels of Wheat, 1,534,407 bushels of other Grains, 1,731,161 bushels of Potatoes, and having 83,371 head of Neat Cattle, 24,649 Horses, and 136,392 Sheep and Hogs.

With reference to the above amounts, it is but right to remark that they are known to be very much, probably one-fourth (population excepted) less than the actual result, as the inhabitants, from a dread of the Census being made the basis of taxation, very generally conceal the real amount of their products and stock.

The City of Montreal, the proposed terminus of the Railway, contains a population of 44,000 inhabitants. It may therefore be stated with confidence, that at least 140,000 inhabitants of Canada will be directly benefitted by this undertaking, without any allusion to its favourable bearing on the interests of the Province at large.

In forming estimates of the probable traffic on the proposed Railway, the Committee have experienced very considerable difficulty, from the extent of country, the length of the line, and from the variety of routes by which Passengers and Goods find their way to and from Montreal, and the St. Lawrence Valley generally.

From an examination of the Hotel Books, it appears that about 2,000 Americans visit Montreal annually, either for business or pleasure, being 4,000 passengers.

From Quebec and Montreal, including the Military, about 500 persons proceed to Great Britain annually, being 1000 passengers to and from.

From the Seigniories, the Committee have no correct means of ascertaining the amount of passengers, as they generally use their own conveyances; they are, however, known to be numerous, and would doubtless be much increased by a more cheap and expeditious mode of conveyance.

The Eastern Townships likewise use their own conveyances to a very great extent. There are three tri-weekly lines of Stages, carrying on an average each 20 passengers per week, giving about 1,000 passengers, and at least an equal number use their own conveyances.

The Committee also believes that a very considerable number of Emigrants would choose Boston as their landing Port, were they enabled to reach Montreal by Railway. By leaving England in February, they could be actually established on their land in the month of April, thus giving them the advantage of one whole year over those who might land at Quebec.

A very considerable number of passengers now have occasion to pass from Lower Canada to New England during the year, of whose numbers it is difficult to form an estimate, but it probably exceeds 1,000 in the year, being 500 each way.

In forming an estimate on these data, the Committee are, to a certain extent, guided by the result of Railways in the United States, where the saving of time and expense has generally at once tripled the number of passengers. They would also draw attention to the fact, that the numbers above stated are *through* passengers, whereas a very great number of persons have occasion to pass short distances, as from Stanstead to Sherbrooke, to Melbourne, to St. Hyacinthe, to Montreal, and so forth, whose numbers would be increased in a much greater proportion, as journeys of this length now occupy two days, and occasion considerable expense, which would be avoided were the Railway in operation, as they could come and go in the same day. Having reference to these facts, the Committee have assumed that two trains should pass daily along the line each way, making four trips, and they estimate the number of passengers to average, during the trip, ten, as

they consider that where two or three may stop at any station, a corresponding number would enter the train; thus the daily number would be forty, and the annual result, omitting Sundays, be twelve thousand five hundred and twenty. The rate of Fare is estimated at about three pence per mile for about 120 miles, giving a revenue of £18,756.

The tonnage which it is expected would pass over the Rail Road, would consist of New England goods, Township and Seigniorial supplies, Grain, Lumber and Cordwood.

The New England tonnage consists of Teas, Tobacco, Leather, manufactured Goods of every description, Spirits and fresh Fish, with a variety of minor articles, it is a very low estimate to reckon the amount of this traffic which would pass over the Rail Road in Canada to and from Montreal, at 2,500 tons at 25s. per ton, £3,125.

The Township Tonnage comprehends the importation of every article used by a farming community, numbering 40,234 souls, and the exportation of butter, cheese, and other minor articles of production. It now greatly exceeds 4,000 tons, the transportation of which is estimated at 20s. per ton, £4,000.

There are 42,399 Cattle in the Counties of Sherbrooke, Shefford, Stanstead, and part of Drummond, of which it is estimated that at least 2,000 head would be sent to market at 10s. per head, exclusive of about 5,000 which it is supposed might continue to go on foot, £1,000.

There are 68,110 Sheep and Hogs in the same Counties, of which it is estimated, 4,000 Sheep at 1s. 6d., and 1,000 tons of Pork at 20s. per ton, would go per Rail Road, £1,300.

Of 7,862 Horses, at least 500 are sold annually, the carriage of one half this number at 20s. each, is £250.

The quantity of Salt now consumed in these Counties, is estimated at 1,000 tons at 15s. per ton, £750.

If this estimate be considered high, the Committee would merely observe, that the present consumption of this article

is no criterion by which to judge of the amount required on the establishment of the Rail Road, as its present cost is 3s. 9d. per bushel, whereas it would be only about 1s. 6d.

At present no Grain is exported from the Townships, for which the Committee would advance this simple fact, that the carriage of a bushel of Wheat would now cost about 2s.; let this carriage be reduced to 6d. for Wheat, and 3d. for other Grain, and there is no doubt that the Eastern Townships will become a Grain exporting country.

They now raise 1,144,999 bushels of Potatoes which, with the Railway could be sold in Montreal at 1s. 3d. per bushel. The Committee estimates that 200,000 bushels could be sent at 6d. per bushel, £5,000.

Of Sawn Lumber, a very large quantity is even now sent to the States, and it is estimated that the Railway would be able to carry inch stuff at the rate of 10s. per M., at which it is presumed that six million feet would be carried, £3,000.

The Tonnage of the French country is more difficult to arrive at, but judging from the population, which excluding Chambly County, is 41,584, it ought to be about the same as the Eastern Townships, as much of it would, however, probably continue to go in the same channels as at present, it is estimated at one-fourth, say, 1,000 tons at 10s. being half the charge, £500.

Of Cattle, Horses and other articles, the tonnage is estimated at about £500.

The Seigniories named raise 133,106 bushels of Wheat, and 1,667,712 bushels of other Grain and Potatoes, of this amount it is estimated that nearly one-third is a surplus, say 500,000 bushels at 3d. per bushel, £6,250.

The Committee believe, from such information as they can obtain, that the supply of Montreal with Cordwood will form one of the main sources of profit to the Rail Road. There are now consumed in that City above 100,000 cords annually,

costing for hardwood an average of over 17s. 6d per cord.— Along 20 miles of the line of the Railway, say from 30 to 50 miles from Montreal, hardwood could be delivered in any quantity at 5s. per cord, giving a handsome profit to the supplier. From this distance the wood could be brought for 7s. 6d. per cord, paying the usual Rail Road tariff, and the Committee believe that, by selling wood at 12s. 6d. per cord, one-fourth the supply of Montreal would pass over their line, yielding the large sum in tolls of £9,250.

The carriage of the Mails would also give a probable average of £1,000.

The recapitulation of the foregoing amounts is as follows :—

Passengers.....	£18,780	0	0
New England Tonnage.....	3,125	0	0
Eastern Township Tonnage.....	4,000	0	0
“ Cattle.....	1,000	0	0
“ Pork, Horses, Sheep.....	1,550	0	0
“ Salt.....	750	0	0
“ Potatoes.....	5,000	0	0
Sawn Lumber.....	3,000	0	0
Seigniorial Tonnage and Agricultural Products...	7,250	0	0
Cordwood.....	9,250	0	0
Mails.....	1,000	0	0
	£54,705	0	0

In the foregoing estimates it will be observed that the *present* position of affairs only has been considered. The Committee have, however, every confidence in believing that the construction of the Railway would cause an immense and immediate increase to every present branch of business and industry, and a correspondingly beneficial result to the Rail Road proprietors.

The Committee have further not adverted to the great national object of removing by this Rail Road, the natural difficulties under which the whole of Canada suffers by the interruption of its trade during the winter. The policy of enlightened nations is now conceding facilities for the passage under bond,

of the productions of foreign countries throughout their respective territories, and it is by no means a wild speculation to consider the early prospect of British goods and Canadian produce being permitted to pass through the United States. The saving in freight and insurance alone on a shipment from Boston, would nearly equal the cost of transport of flour from Montreal to Boston by Rail Road, while the English market would thus be attainable at all seasons of the year. It is also well worthy the consideration of the mercantile interest, how far they would be benefitted were they enabled to procure their supplies of British goods at all seasons of the year, and to what extent it would enable them to carry on the same amount of business with a reduced capital.

These are subjects of such very great importance, that the Committee do not at present venture to put forward any positive statement of their own on the subject, being confident, that even a remote prospect of such a trade being established, must tend to direct public attention to that work, without which it must remain ever unattainable. While they are assured that the Merchants of Montreal must readily admit the immense increase which would instantly accrue to the business of the Rail Road, by the establishment of such a trade.

The Committee have also not alluded to the very important object to be attained by this Rail Road, of completing the present mail communication with Great Britain. By an alteration in the date at which the English Mail Steamers leave Liverpool from the 3d and 18th to the 1st and 15th, the Merchants of Montreal could on the completion of this Rail Road generally receive and answer their advices, by the next packet from Boston, effecting a saving in time of fourteen days; an object not to be lost sight of in the consideration of the propriety of aiding the construction of the work now brought before the Legislature and the country.

By the foregoing statement it would appear that the Committee anticipate a trade in certain specified items, amounting to £54,705.

The expense of working the Rail Road when constructed, is estimated on the results of several Rail Roads in the United States, at the same rate as the Eastern Rail Road in Massachusetts, the annual expense for the entire distance of 123½ miles would be..... £21,621 10s.

At the rate of the Western Rail

Road, which is believed to be
the most expensive, it would be. 29,782 10

£51,404

The average being..... £25,702

Leaving a disposeable surplus of..... £29,003

The expenditure on the construction of this Rail Road will be found by the accompanying Report from the Engineer employed to be estimated at, say in round numbers £550,000.

It may therefore be anticipated if the foregoing estimates are founded on correct data, that the Rail Road will yield a return equal to about five per cent on the capital invested, without considering the progressive increase of traffic which its establishment will occasion.

When the immense extent of country opened up by this improvement is considered together with the great and increasing intercourse existing between Montreal and the Atlantic, combined with the fact that this Rail Road must form the best and most favored route for travelling between Canada East and the New England States, the Committee believe that the above result cannot but appear evident, although at first sight, they feel that many may conceive the work altogether speculative. The Committee have only to entreat that the work and its prospects may be closely scanned, feeling every confidence, that the more severe the scrutiny, the more satisfactory will the undertaking appear.

A. T. GALT,
B. POMROY,
ED. HALE,
SAM. BROOKS,

JOHN MOORE,
JN. McCONNELL,
GEORGE S. BROWNE.